

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 12/04/2000**

ATL00LA018 File No. 1119	12/23/1999	ADJUNTAS, PR	Aircraft Reg No. N1315A	Time (Local): 16:00 EST
<div style="display: flex; justify-content: space-between;"><div><div>Make/Model: Cessna / 208B</div><div>Engine Make/Model: P&amp;W / PT6A-114A</div><div>Aircraft Damage: Destroyed</div><div>Number of Engines: 1</div><div>Operating Certificate(s): On-demand Air Taxi</div><div>Name of Carrier: M&amp;N AVIATION</div><div>Type of Flight Operation: Non-scheduled; Domestic; Passenger/Cargo</div><div>Reg. Flight Conducted Under: Part 135: Air Taxi &amp; Commuter</div></div><div><div>Crew Fatal: 0</div><div>Pass Serious: 1</div><div>Minor/None: 0</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Last Depart. Point: PONCE , PR</div><div>Destination: AGUADZILLA , PR</div><div>Airport Proximity: Off Airport/Airstrip</div></div><div><div>Condition of Light: Day</div><div>Weather Info Src: Weather Observation Facility</div><div>Basic Weather: Visual Conditions</div><div>Lowest Ceiling: None</div><div>Visibility: 15.00 SM</div><div>Wind Dir/Speed: 040 / 008 Kts</div><div>Temperature (°C): 30</div><div>Obstr to Vision: None</div><div>Precipitation: None</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Pilot-in-Command</div><div>Age: 21</div><div>Certificate(s)/Rating(s) Commercial; Multi-engine Land; Single-engine Land</div><div>Instrument Ratings Airplane</div></div><div><div>Flight Time (Hours)</div><div>Total All Aircraft: 1985</div><div>Last 90 Days: Unk/Nr</div><div>Total Make/Model: 550</div><div>Total Instrument Time: UnK/Nr</div></div></div>				

While en route to the first schedule stop, the pilot heard a radio transmission that weather conditions in the vicinity of his next destination were 'bad.' Upon arriving, the pilot attempted to telephone Flight Service for a weather briefing and to file a flight plan. After efforts to contact Flight Service failed, the pilot elected to takeoff without a filing a flight plan. A few minutes into the flight, the pilot decided to return to the departure airport after the flight encountered deteriorating weather conditions that included heavy turbulence, and low ceilings. The airplane collided with trees as the pilot maneuvered the airplane. The post-accident examination of the airplane failed to disclose a mechanical malfunction or a component failure. The pilot did not report a mechanical problem with the airplane. A review of the en route flight charts disclosed that the terrain elevation at the departure point was approximately 24 feet. The terrain elevation at the approximate location of the accident site was 2,500 feet.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (C) WEATHER CONDITION - LOW CEILING
  2. (C) FLIGHT INTO ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. (C) WEATHER CONDITION - TURBULENCE
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING

Findings

4. (F) OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot continued flight into adverse weather conditions that included low ceiling and turbulence. Factors to the accident were trees.